









The *Shin Poo* reports that Prince Kung has been in very bad health, but is not nearly better. The Emperor lately sent him several ounces of bird's-nest, originally intended for his own table, by one of his Palace eunuchs to show his interest in his aged relative's bodily condition.

On board the British ship *Thana*, when loading with sugar at Pootie (Java), two sailors died of cholera the other day. They carried their fate by over-indulgence in strong drink and cooling fruits when on leave ashore. At that port there is no hospital, and even no conveniences for making coffins readily.

The Surabaya *General* says that such promising signs of tin have been found in the island of Flores that a Government prospecting party has been despatched thither to carry on mining research. The main difficulty in the way lies in the wildness of the islanders, who only nominally own the way of the Netherlands India Government.

Coats from Pulo Laut, off the coast of Ootia, have come into Java to Java. Several consignments arriving at Batavia all found such ready sale that importations will shortly be increasing. The article disposed favourably from ordinary Borneo coal. The island on which it is found lies considerably to the East of the mainland of Borneo. The Pulo Laut coal bears the reputation of burning well and being very brittle.

The eldest man in the United States is supposed to be James McMillin of Bardwell, Kentucky, who is said to have documentary evidence that he is 113 years of age. He was born in Botetourt county, Virginia, in 1776. His father died at 97 and his mother at 94 from natural causes. He has been twice married, is now a widower, and has been the father of twenty-three children, two of whom are living. He is quite strong, with clear mental faculties.

CHINA AND JAPAN.—If credence is to be placed upon the statement of the *Jiji Shingyo* negotiators will shortly be commenced with a view to concluding a new treaty with China. Mr. Otori, the Japanese minister to Peking, has been appointed high commissioner with full power to act on behalf of his Government and upon his arrival in Peking the negotiations will be set on foot.

The *Japan Mail* understands that the captain and mate of the utter-bunting schooner *Nemo* have been placed under arrest on charges connected in one case with the death of a Chinese and in another with the wounding of certain members of the crew, during the recent cruise of the schooner. The mate was to be tried on the 4th inst. in the British Consulate, and the trial of the captain, who joined Mr. Snow at the commencement of the cruise, was to take place on the 5th.

The Chinese *Examiner*, a monthly magazine published in New York and well edited by Mr. J. Stewart Hopper, extracts the following story from *Our Mission*, which credits it to a Chinese Church newspaper printed in China. At Peking there is a young lady, the wife of a foreign merchant, who spends her time in doing good. One day she went on a visit to the home of a Manchou lady of high rank. She took copies of the Holy Scriptures. A young lady was present who took great interest in the conversation. She heard the old story of the gospel of Jesus, who died for a world of sinners. The young lady bent forward to catch every word, and when the Christian visitor had concluded, she said, "I am glad you have come to tell me this; some day I will have a place in the Kingdom of God, and I will worship this God and hear his gospel preached." This young lady is now the Empress of China.

In Lombok, the slave trade flourishes exceedingly. Slaves are bought and sold there by Arabs, but like slaves or souls of commodity. By the laws of the land, runaway slaves render themselves liable to the death penalty, no matter how desperate may be the ill-treatment that drove them to flight. This law does not remain a dead letter, as a recent case of two youths caught escaping from slavery at Amboyna was recently done to death. They were stabbed publicly on the sea-shore in the presence of hundreds of spectators. Of two women who had also been sold into slavery, one was freed from bondage, received fifty strokes with a rattan, the other had her nose and ears cut off before receiving 80 strokes. She was then rubbed into the wounds. Her owner intends to keep the poor creature in chains until death puts her in a claim. Several other slaves and women traders were lately tried by these slaves from their owner. The fact that the Rajah of Lombok has been guaranteed home rule renders it difficult for the Dutch Government to interfere with him, though he is their vassal.

A. S. WATSON & CO., LIMITED.  
An extraordinary general meeting of this Company was held at noon to-day for the purpose of passing a special resolution in reference to the Manila branch. There were present: Mr. J. D. Humphreys, Chairman; Mr. T. H. Talbot, Secretary; Mr. J. S. Hagen, Mr. A. H. Macell and Mr. H. Humphreys.

The Chairman proposed:—That the words in accordance with Spanish law in the Resolution of the Board and the Ordinary General Meeting of the Company held at its Registered Office on the Eleventh day of April last shall be read and understood as follows:—"subject in all that relates to its formation and mercantile operations, and the jurisdiction of the Spanish Courts in the Philippines in accordance with Article 16 and Paragraph 2 of Division 12 of Article 21."

Mr. Macell seconded and the resolution was carried unanimously.

After this meeting another extraordinary meeting was held. The same gentlemen were present and also Mr. I. P. Madar.

The Chairman proposed:—

That the establishment of a Branch in Manila be confirmed subject in all that relates to its formation and mercantile operations and the jurisdiction of the Spanish Courts to the regulation of the Code of Commerce in force in the Philippines in accordance with Article 16 and Paragraph 2 of Division 12 of Article 21, and under the inspection of the Power of Attorney of Mr. John Dampney or such substitute or substitutes as he may from time to time appoint. His Power of Attorney should be in force and effect as may lawfully be appointed under and by virtue of such Power of Attorney, and shall include amongst other businesses the duties of a duly authorised associate of the Company.

He said this was simply an alternative resolution to the previous one. It really is

the first resolution were accepted then this would not be required. If the first were not accepted, then they would have to go on the second to Madrid with the other papers in the usual manner.

Mr. Hagen seconded the resolution, which was carried unanimously.

HONGKONG CRICKET CLUB.  
The annual general meeting of the Hongkong Cricket Club was held in the pavilion this afternoon, Mr. W. M. F. Derby, president of the club, in the chair.

The President, in submitting the report and accounts for the year, said these had been in the hands of the members for some time and they might be taken as read. The club was in a satisfactory state and had a fair balance at the bank, amounting to \$5,391.57. Although last year was very satisfactory, they never knew when it might be wanted, so it would be very soon if the ground required repairs. He did not think there was anything else to be said, and he would simply propose that the report and accounts be passed.

Mr. G. Coxon seconded and the motion was unanimously carried.

The President said the next business was the re-election of the Committee. Mr. Wilson, one of the members was away from the colony at present, and he (the President) suggested that Mr. Davis be appointed instead. Col. Anderson and Mr. Wilson were the only members on the Committee who had not left the colony and he thought their places might be taken by Col. Chaytor and Major Johnston (A. plause).

Major Johnston said he was under orders for home he must decline the honour. He wished, however, as he was going home, that some of his pleasant recollections would be connected with the Cricket Club of Hongkong (Applause).

The President said as Major Johnston was going away, he would suggest Lieut. Blair (A. plause).

Mr. Davis proposed the re-election of Mr. Davis as President (Applause). Mr. Davis seconded and the proposition was unanimously agreed to.

Mr. Scroombie Smith said he thought a word of thanks was due, in fact many words of thanks were due to the Hon. Secretary (Mr. A. K. Travers) for the very efficient and energetic way in which he had administered the affairs of the Club (Applause).

The President thought the Hon. Treasurer (Mr. H. T. S. Green) deserved the same compliment (Applause).

Mr. Travers said if they were satisfied with the way things had been carried on he would be very happy to do the work for another year.

Mr. Green said "Ditto."

A vote of thanks to the President concluded the meeting.

The Cricket Ground will be open for practice for the season to-morrow. The opening match, Stay-at-Homes v. Shanghai, will take place next week. A match, *La Fama*, will be played while the Shanghai team is absent.

CORRESPONDENCE.  
KOWLOON IN DARKNESS.  
To the Editor of the "CHINA MAIL."

SIR.—Will you kindly allow me a small space in your paper to ventilate a public grievance?

I am a property-owner and intending resident in Kowloon, and think the residents of this District of the Colony are as much entitled to the consideration of the Government as the residents in Hongkong. Non-residents as well as residents of Kowloon will agree with me that it is a grave grievance that since the Hong Kong Government has been allowed to go to the public roads of this district, and that it is high time the matter should be taken in hand by the Government.

Perhaps the Government is waiting until a robbery with violence is committed and some uselessly if not quite murdered, before they will take any action. I am sure the Government will not be allowed to go to the public roads of this district, and that the roads shall be properly lighted to enable us to walk after dark in perfect safety.—Yours faithfully,

OUR STEAM-LAUNCHES.  
To the Editor of the "CHINA MAIL."

Hongkong, Sept. 19th, 1899.  
SIR.—Permit me to notice in your column the notices, or rather want of notice, of the "Morning Star" and the "Bristol Steam Launch Company's" boat on Tuesday night last. The owners of both boats publish time-tables for passengers to guide and not to deceive the public. From the time tables it appears that the one vessel was to start for the public at 10.45 p.m. and the other at 11 p.m. On Tuesday night neither boat was at Paddar's Wharf at the times named and none started before midnight, though there was no notice of weather or any other cause for the great inconvenience much breaches of contract occasioned. I think the public has a right to explanation. I write this in the hope that by publicly calling the attention of directors and owners to the grievances of their servants, such creditable occurrences may be avoided. Surely they recognize that their time-table ought to be a timetable. I think that three passengers were in waiting for the 11 p.m. boat, and had to wait, and went by the 12 p.m. one, which boat took over six people in all.—Yours faithfully,

ED. ROBINSON.

THE DOUGLAS STEAMER COMPANY.  
To the Editor of the "CHINA MAIL."

Hongkong, Sept. 19, 1899.  
SIR.—Your company's correspondence in the "Herald" glorifies over the excellent Report just out from the Douglas Steamer Co.'s Office, and right to be. It is first rate, no doubt. They have made a lot of money, and of course I am pleased. But I do not agree with the Director's "freezing" policy. Why don't they give us a second dividend? They can well enough afford to pay twelve instead of 8 per cent. What on earth is the use of carrying a lakh of dollars to reserve when \$60,000 would be more than sufficient to pay dividends and pay a 12 per cent. rate? I am an investing shareholder and dependent on my dividends. We have had a good year, and we, I mean the present shareholders, should in some way have the benefit. I for my part don't care a rap for the future generation of shareholders, and I guess you do not care a rap for the Company's 20 per cent. for I am an old man now! What is the good of trying to get up a Reserve Fund in one year, when you have such brilliant prospects to look forward to? Now you "Makers of Hongkong" and other "big chaps" make forward the "Makers of Hongkong" to carry out your intended proposal for a

larger dividend than that field out by the Director's "freezing" policy.

By the bye, didn't it formerly state that the 1144 unallotted shares have been placed on the market at the most inappropriate time imaginable and sold at a very cheap rate after having been aimed for years? I calculate that if the Directors had issued a Report recommending, as they ought to have done, a dividend of 12 per cent. and placed the shares on the market afterwards, they would have realized \$10,000 more, thus making these shares at least 1 per cent. of the desired higher dividend. I wonder what all these wise and cool-headed Directors when they invited tenders for those shares long before the issue of the Report, for investors to apply kindly. No wonder they got suspicious and would not show up—surely.

SAM SLICK.

SUPREME COURT  
IN CRIMINAL SESSION.  
Before Hon. Justice Fielding Clarke,  
Acting Chief Justice.

Thursday, Sept. 19.

The monthly criminal sessions were resumed to-day. The following gentlemen were present: Mr. Justice Fielding Clarke, Mr. A. B. Absher, Mr. P. Ozorio, C. A. Selwyn, Mr. G. H. W. Osborne, N. J. Robinson and Mr. M. C. da Rosa.

THE DRUGS AND YON LEE CASE.  
Mr. Yon Lee appeared for the defence in this case, made application to have it transferred to the list for next sessions. His Lordship granted the application.

REVERTING FROM BATHING.  
A man named Wong Koo was charged with obstructing a jury. His Lordship considered the evidence insufficient, and directed the jury to find the accused not guilty. The jury returned a verdict in accordance with his Lordship's direction and the man was discharged.

THE STEAMBOAT CO. AND THE OPIUM SMUGGLERS.  
DECISION IN YESTERDAY'S CASE.  
In the case in which Captain Lefavour of the *s.s. Honam* was charged at the instance of the Opium Farmer with being illegally in possession of opium, Mr. Robinson, Acting Police Magistrate, gave judgment to-day. Mr. Webster appeared in behalf of the Opium Farmer, and Mr. Francis, Q.C., for the defence.

His Worship said:—There are three charges in this case. One is under section 5 of Ordinance 1 of 1884, for assuming to act as an excise officer without lawful authority; another is under section 3 of Ordinance 37 of 1886, which gives the same power to an excise officer, to obstruct an excise officer in an offence, but in this case no obstruction has been proved. Mr. Spence has given evidence that when he went to exercise the right of search the *Ca. sin* said he might search. I don't think he could call on the Captain to do more than let him search. Under section 2, I am of opinion, after looking at the Ordinance, that it is absolutely prohibited to be in possession of opium except under the licence of the Opium Farmer or his licensees. It is an absolute prohibition, and even an officer of the law cannot defend himself against that prohibition. That being so I don't know that it is necessary for me to refer to the cases mentioned by the learned counsel for the defence further than to say it seems to me that section 3 of the Ordinance is a good remedy for the public against the arbitrary exercise of the very extensive powers given to the Opium Farmer. If a frivolous charge is brought the Magistrate can deal with it very severely under this section by fining the Opium Farmer. The second charge is under section 3 of the Ordinance, which gives the same power to an excise officer, to obstruct an excise officer in an offence, but in this case no obstruction has been proved. Mr. Spence has given evidence that when he went to exercise the right of search the *Ca. sin* said he might search. I don't think he could call on the Captain to do more than let him search. 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## Mails.



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MALTA, GIBRALTAR, BRINDISI,  
ANCONA, VENICE,  
PLYMOUTH AND LONDON:  
ALSO  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PRESIAN, GULF PORTS, MASSILLAS, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP **OLYDE**, Captain W. PARFITT, with Her Majesty's Mail, will be despatched from this for LONDON direct via SUEZ CANAL, calling at MARSEILLES, and usual Ports of Call, on WEDNESDAY, 25th September, 1889, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Passengers and Passengers' baggage can be taken on board until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 17, 1889. 1803

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 25th day of September, 1889, at 4 p.m., the Company's Steamship **BAYERN**, Capt. J. MEYER, with MAILED PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 1 p.m., Species and Parcels until 10 a.m. on the 25th September. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, August 31, 1889. 1692

## Occidental &amp; Oriental Steamship Company.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

## THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

THE Steamship **ARABIA** will be despatched for San Francisco, via Yokohama, on SATURDAY, the 25th Instant, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco ... \$225.00 To San Francisco and return ... \$393.75 available for 6 months ... 325.00 To Liverpool ... 325.00 To London ... 325.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, September 11, 1889. 1765

## Our Jobbing Department.

HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 26th September, 1889, at Noon, the Company's S.S. **IRAOUADY**, Commandant PAUL, with MAILED PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be received for London as well as for Marseilles, and accepted in transit through Marseilles on the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Goods (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the COMPAGNIE DES MESSAGERIES MARITIMES Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 13, 1889. 1787

## CANADIAN PACIFIC STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

## THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES &amp; STEAMERS.

THE British Steamship **PORT AUGUSTA**, 2,833 Tons Register, Home, Commandant, will be despatched for VANCOUVER, B.C., via KOBÉ and YOKOHAMA, on THURSDAY, the 26th September, at Noon.

To be followed by the S.S. **PORT FAIRY**, on the 24th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To Vancouver & Victoria (Mex.) \$210.00 To all common points in Canada and the United States ... 275.00 To Liverpool ... 325.00 To London ... 325.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 26th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, September 12, 1889. 1779

## INSURANCES.

THE Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

## Intimations.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SKENATE of the COLLEGE by forwarding to the ALDERMAN MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to: JAMES CANTLIE, Hon. Sec. to the College.

Hongkong, August 7, 1889. 1317

## A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the Chinese Review, contains one of the best sketches of Formosa life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 1/-—at Messrs. LANE, CRAWFORD & Co.'s and Messrs. KILBY & WATSON, 1, WYNDHAM STREET, HONGKONG; also, Mr. N. MOATLEY, AMOY.

Hongkong, March 3, 1888. 363

## PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET (behind the Club).

## SAILOR'S HOME.

ANY Gent-of CHINESE, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point.

Hongkong, July 21, 1887.

## Intimations.

HONGKONG HIGH LEVEL TEAMWAYS COMPANY, Ltd.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.

12 to 2 p.m. " " " "

4 to 8 " " " "

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.

10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour.

4 to 8 p.m. every quarter of an hour.

9 to 10.30 and 11 p.m.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; First-Class Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, May 1, 1889. 821

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Prince Central, will receive prompt attention.

In the event of Complaints being found necessary, Communications with the Foremen should be made, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1889. 1455

## WINDSOR HOUSE, HONGKONG.

No. 8, QUEEN'S ROAD CENTRAL.

PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a spacious DINING ROOM, and a large number of well-furnished BED-ROOMS with all comforts. A Good Table kept. TABLE D'HOT, Breakfast at 8.30 a.m.; Dinner, 1 p.m.; Dinner, 7.30 p.m. BOARD by the Month, Day, or Single Meals, at reasonable rates. ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPEAKERS.

Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1682

## DENTIST.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY LATELY APPOINTED AND LATELY ASSISTANT TO DR. ROBERTS.)

Has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS.

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUNDRELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 68

## NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

Price, . . . . . FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KILBY & WATSON; and Messrs. W. BARNES & Co. August 14, 1889. 1682

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Consuls and Ministers, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fullness of its reports, has long been popular with residents who wish to send home a weekly budget, the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to the Office.

SUBSCRIPTION: Per Annum, . . . \$12.00, postage, \$1.00 " Quarter, . . . 3.00 " Single Copy, . . . 0.25

China Mail Office, Hongkong.

## NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

ERNEST J. EITEL, P.D., Translated.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, . . . . . \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

AMPHITRITE, German ship, Captain B. Rowell.—Order.

OMEGA, British barque, Captain A. O. Brown.—Gonzales & Co.

REPORTER, American ship, Capt. G. P. Spalding.—Butterfield & Swire.

ROBERT S. BERNARD, British ship, Capt. Andrews.—Adamson, Bell & Co.

SATYRA, British barque, Captain A. G. Newman.—Edward Schellhaus & Co.

## Merchant Vessels in Hongkong Harbour.

Exclusion of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore L, and those in the body of the Harbour M.

Shipping or midway between each shore are marked in conjunction with the letters denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From the Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Poddar's Wharf.

6. From Poddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.

Flag and Rig.

Tons.

Date of Arrival.

Consignees or Agents.

Destination.

Remarks.

Steamers.

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